INTRODUCTION

Corvallis Municipal Airport

AIRPORT MASTER PLAN

Corvallis, Oregon

Introduction

The Federal Aviation Administration (FAA) recommends that airports update their long term planning documents every seven to 10 years, or as necessary to address local changes at the airport. The last Master Plan update for Corvallis was in 2001. The City of Corvallis has received a grant from the FAA to update the airport Master Plan. The FAA grant covers 95 percent of the fixed fee project cost with the City providing a five percent match.

Following federal guidelines for consultant selection based on qualifications, the City of Corvallis selected Coffman Associates, a national aviation planning firm, to undertake the Master Plan Update. After project scope negotiations and an independent review of study costs, a contract was approved by the City of Corvallis in August 2011.

The study was designed to provide guidance for future development and provide updated justification for projects for which the airport may receive funding participation through federal and state airport improvement programs. Coffman Associates is an airport consulting firm which specializes in master planning and environmental studies. Coffman Associates has worked for numerous airports in the FAAís Northwest Mountain Region, as well as Oregon.

The Airport Master Plan Update was prepared in accordance with FAA requirements, including Advisory Circular (AC) 150/5300-13, Airport Design (as amended), and AC 150/5070-6B, Airport Master Plans (2005). The scope of services, budget, and schedule was approved by the City of Corvallis, following review by the FAA.

Corvallis Municipal Airport is a general aviation facility, as defined by the FAA, which is intended to serve the aviation needs of the community. The airport is included in the FAA's *National Plan of Integrated Airport Systems* (NPIAS). As such, the airport is eligible for federal development grants. The City of Corvallis owns and operates the airport, which is located approximately four miles to the south of the central business district. The airport provides support to 156 based commercial and private aircraft. Services and facilities available include: hangar storage, tie-downs, fixed base operator services, flight instruction, aircraft rental, aircraft maintenance, and fueling. The airport encompasses approximately 1,520 acres of land. The airport industrial park lies just north of the airport.

The current runway system consists of Runway 17-35, a 5,900-foot by 150-foot asphalt runway with medium intensity edge lighting, and Runway 9-27, a 3,545-foot by 75-foot asphalt runway with medium intensity edge lighting.

MASTER PLAN OBJECTIVES

The overall objective of the Airport Master Plan Update is to provide the sponsor with guidance for future development of the airport, meeting the needs of existing and future users, while also being compatible with the environment. The most recent planning effort related to the airport is the 2001 Airport Master Plan. This Airport Master Plan Update identifies and provides justification for new priorities. This plan was closely coordinated with other existing and on-going planning studies in the area, and with aviation plans developed by the FAA and the state. Specific objectives of the study included:

- Research factors likely to affect air transportation demand in the Corvallis area over the next 20 years and develop new operational and basing forecasts.

- Determine projected needs of airport users, taking into consideration recent changes to FAA design standards, global positioning (GPS) aircraft approach capability, and transitions in the type of aircraft flown by corporate and general aviation users.

- Recommend improvements which will enhance the airport's ability to satisfy future aviation needs: runway extensions and/or realignment, increases in weight bearing capacity, upgraded approaches (two-dimensional lateral navigation, vertical navigation, or localizer performance with vertical guidance).

- Establish a schedule of development priorities and a financial program for implementation of development, and analyze potential funding sources, consistent with FAA planning.

- Provide specific recommendations for aviation and non-aviation related land uses on airport property and review existing or proposed land use, economic development, and zoning documents to ensure future compatibility with off-airport development.

- Develop active and productive public involvement throughout the planning process.

MASTER PLAN ELEMENTS AND PROCESS

To achieve the objectives described above, the Airport Master Plan Update was prepared in a systematic fashion pursuant to the scope of services that was coordinated with the airport sponsor and the FAA. The study has 12 elements:

1.0 **Study Design** - Development of the scope of services, budget, and schedule. A kickoff meeting was held on October 4, 2011 with a planning advisory committee (PAC) at the study's initiation to obtain a more comprehensive understanding of local issues.

2.0 **Inventory** - Inventory of facility and operational data, wind data, environmental inventory, population and economic data, airport financial data, and new aerial photography and mapping. All of the inventory data was organized in a working paper which was distributed to the PAC for review and comment prior to the February 3, 2012, PAC meeting.

3.0 **Forecasts** - Forecasts for based aircraft, operations, and peaking characteristics of the airport over a 20-year period. The forecasts were organized in a working paper which was distributed to the PAC and the FAA for review. The material was presented to the PAC at the February 3 PAC meeting. The forecasts were approved by the FAA on January 26, 2012.

4.0 **Facility Requirements** - After establishing critical aircraft and physical planning criteria, facility needs assessments will be developed for airside and landside facilities. The facility requirements were organized into a working paper, distributed to the PAC, and presented at a PAC meeting held on February 3, 2012.

5.0 **Phase 1 Draft Working Paper** – The results of the first four elements were compiled into a draft working paper and submitted to the PAC. The consultant presented the findings to the PAC on February 3, 2012.

6.0 **Airport Development Alternatives** - Potential airside and landside alternatives were developed (a maximum of four each) for meeting long-term needs. Each of the alternatives was subjected to engineering and environmental analysis and summarized in a working paper. Following distribution of the working paper to PAC members, a review meeting was held on April 26th, 2012, to discuss the alternatives and preliminary master plan concept.

7.0 **Phase 2 Draft Working Paper** – The results of the airport development alternatives were compiled into a draft working paper. The consultant presented the findings to the PAC and the FAA approximately three months after the second PAC meeting.

8.0 **Master Plan Concept/Capital Improvement Program/ Environmental Overview** – The consultant developed a recommended development concept for the air-

port. A 20-year capital improvement program that is phased over time to various demand milestones was included. Cost estimates for each project were developed in current (2012) dollars. An environmental overview utilizing guidelines provided in the *National Environmental Policy Act* (NEPA) was presented.

9.0 **Phase 3 Draft Working Paper** – The results of element 8.0 were compiled into a draft working paper and presented to the PAC and the FAA on July 26th, 2012.

10.0 **Airport Layout Plans** - Airport layout plans (the technical drawings) were developed to depict existing and proposed facilities. The drawing set meets the requirements of the FAA Northwest Mountain Region. In addition, noise exposure contours were developed for existing and future conditions to determine the extent of critical noise exposure in the airport vicinity.

11.0 **Phase 3 Draft Working Paper** – Following consideration of all comments on the draft working papers, a draft final master plan document was compiled.

12.0 **Final Documentation and Public Workshop** - Final report documentation includes technical reports (printed and digital formats), an executive summary of the study, and full size/full color copies of report exhibits and drawings produced for the study. The FAA will review and approve the final airport layout plan drawings. A public information workshop was publicized (by the airport) and conducted on July 26th, 2012, to encourage the public to provide input to the plan.

STUDY COORDINATION

The study process included local participation through the formation of a PAC. The PAC consisted of federal, state, and local agencies, airport tenants, and general public representatives. The sponsor determined the final makeup of the committee, with the assistance of the consultant. The study schedule called out four points in the study where the PAC convened to discuss draft working paper submittals. A kickoff meeting was held on October 4, 2011, during the initial inventory process. Other meetings were scheduled following facility requirements, development alternatives, and the capital improvement program.

One "open house" workshop for the general public was held to present the preliminary findings and to solicit public comment. The study was completed within approximately one year and was on time and on budget. The Draft working papers and other project related material was available on-line at www.corvallis.airportstudy.com for the duration of the study. **Exhibit IA** presents the key study elements, meeting intervals, project schedule, and documentation. The members of the Planning Advisory Committee are listed below.

11MP08-IA-1/05/12

Master Plan Process

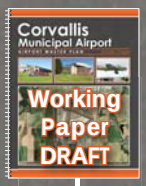
PAC #1
Oct. 4, 2011

INVENTORY
- Airport Facilities
- Airspace and Air Traffic Activity
- Area Socioeconomic Data
- Local Planning and Land Use
- Airport Access and Parking, Utilities, and Aerial Photography

FORECASTS
- Based Aircraft and Fleet Mix
- Annual Operations

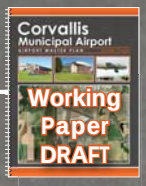
PAC #2
Feb. 3, 2012

FACILITY REQUIREMENTS
- Design Categories
- Runway Length and Strength
- Support Facilities
- Taxiways
- Hangar Facilities
- Terminal Building
- Aprons
- Navigational Aids



AIRPORT ALTERNATIVES
- Evaluate Development Scenarios
  - Airside
  - Landside

PAC #3
April 26, 2012



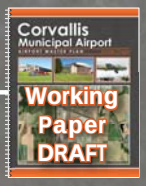
RECOMMENDED DEVELOPMENT PLAN ENVIRONMENTAL OVERVIEW
- Detailed Master Plan Facility and Land Use Plans
- Review/Evaluation of NEPA Environmental Categories
- Noise Exposure

FINANCIAL PLAN / CAPITAL IMPROVEMENTS
- Airport Development Schedule
- Cost Estimates
- Funding Sources

PAC #4

Public Information Workshop
July 26, 2012

AIRPORT LAYOUT PLANS
- Airport Layout Plan
- Landside Drawing
- Airspace/Approach Drawings
- On-Airport Land Use Plan
- Property Map



August 2012

September 2013

September 2013

Exhibit IA
PROJECT WORK FLOW

CORVALLIS MUNICIPAL AIRPORT MASTER PLAN - PLANNING ADVISORY COMMITTEE			
Last Name	**First Name**	**Title**	**Representing**
Acebo	Jan	Manager	REACH Air Medical Services
Anderson	Kristin	Associate Planner	Benton County
Berklund	Rod	Commissioner	Airport Commission
Brown	Todd	Commissioner	Airport Commission
Fisher	Bruce	Planner	FAA
Ford	Bill	Marketing	The Business Enterprise Center
Johnson	Sarah	Associate Planner	City of Corvallis
Larson	John	Chief Pilot	Corvallis Aero Service
Mason	Dan	Airport Coordinator	City of Corvallis
Mitchell	Jim	Transportation Manager	City of Corvallis
Modrell	Linda	Commissioner	Benton County
Namba	Lisa	Transportation Services Supervisor	City of Corvallis
Remcho	Vince	Commissioner	Airport Commission
Sartnurak	Som	Engineering Supervisor	City of Corvallis
Traber	Biff	Ward 8	City Council
Venell	Larry	President	Venell Farms
Wilson	John	Airport Specialist	Oregon Dept. of Aviation
Zoeller	Lanny	Commissioner	Airport Commission